

AGENDA

TRANSPORTATION PLANNING TASK FORCE

UTAH LEGISLATURE

Wednesday, July 14, 2004 • 9:00 a.m. • Room W135 House Building

Approximate
Time Frame

9:00 1. Task Force Business

- Call to order
- Consideration of the minutes of June 9, 2004

9:05 2. Transit Plans and Needs

In the next 27 years, UTA (Utah Transit Authority) projects the need for \$5.4 billion to fund construction of commuter rail, light rail extensions, bus rapid transit lines, and other expansion systems. In addition, \$1.7 billion will be needed to fund bus and rail car replacements through the year 2030. Through the same period, long-range capital improvements needs include a reported \$100 million for the Sun Tran Transit District in St. George, \$90 million for the Park City Transit District, and \$90 million for the Cache Valley Transit District and the Logan Transit District. What projects are in the long-range plans for transit districts? How much of the transit needs can be funded with current revenue streams? What funding sources are being considered to address these needs? Is transit funding competing with highway funding? To what extent should transit funding and highway funding be considered together or separate? How cost effective is transit service? How much of the budget do fares provide? What are the current plans, cost estimates, and time frames for the proposed commuter rail and light rail extension lines? How are these lines expected to help transportation needs in the state?

9:45 3. Transit District History, Governance, and Accountability

In 1969, the Legislature passed the "Utah Public Transit District Act" allowing municipalities and counties to form a public transit district by a vote of the people. The Utah Transit Authority (UTA) is the largest of five public transit districts in the state and provides transit services for the area that includes approximately 80 percent of the state's population. The UTA board is appointed by the municipalities and counties that make up the transit district based on a formula provided by statute (see Section 17A-2-1038). During the 2004 General Session the Legislature passed S.B. 170 "Public Transit District Amendments," which provided that board members of large transit districts (i.e. UTA) serve two-year instead of three-year terms and for up to three consecutive terms instead of two. The bill allowed elected officials to serve on the board and required that tentative budgets, annual audits, and meeting notices, agendas, and minutes of board meetings be sent to each municipality and county of the district. How is this creation and organizational structure working? How are transit districts accountable to the public? How are the new measures being implemented? Are additional changes needed?

11:15 4. Follow-up Reports and Updates

During the May meeting, the Task Force asked for additional information on the following issues. Reports or updates will be provided as time permits and as information is available:

- Current State Vehicle Registration Fees Update
- Oregon Mileage Fee Status
- Uniform In-lieu Fee History and Status
- State and Local Fuel Tax and Vehicle Registration Fee Exemptions
- Trust Lands Participation with Highway Funding
- Toll Road Use in Other States
- Vehicle Titling Fees -- Findings from the Performance Audit of the Division of Motor Vehicles

11:55 5. Other Items / Adjourn